



AGENDA

SPECIAL MEETING of the

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

March 30, 2006

6:30 P.M.

WEST CONFERENCE ROOM

CALL TO ORDER

ROLL CALL

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related Board/Commission events, programs, resignations, recognitions, acknowledgments)

CITIZENS TO BE HEARD

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by Board or Commission Members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the Board or Commission.

PUBLIC HEARINGS/GENERAL BUSINESS

1. MOTION STUDY ISSUE: Update on the Design and Environmental Review of the Borregas Avenue Bicycle Corridor Capital Project

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS
- STAFF ORAL COMMENTS

ADJOURNMENT

Notice to the Public:

Agenda information is available by calling Dieckmann Cogill at (408) 730-2713. Agendas and associated reports are also available on the City's website at <http://www.sunnyvale.ca.gov/>, biking.inSunnyvale.com or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting. Please contact the Department of Public Works Transportation and Traffic Division office at (408) 730-7412 for specific questions regarding the agenda.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Dieckmann Cogill at (408) 730-2713. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.104 ADA Title II)

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of Board/Commission interest that occur in the City annually. (Only announce one time for the year).

Public Hearings – Order of Hearing as Follows:

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Council (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

Citizens to be Heard

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

<p>If you wish to provide the Board/Commission with copies of any handout materials you are presenting, please provide sufficient copies for each Board/Commission member, the Recording Secretary and other staff present.</p>

**Special Meeting of the
Sunnyvale Bicycle and Pedestrian Advisory Committee
March 30, 2006
Staff Reports**

Public Hearings/General Business

1. STUDY ISSUE: Update on the Design and Environmental Review of the Borregas Avenue Bicycle Corridor Capital Project.

The Draft Report to Council "*STUDY ISSUE: Update on the Design and Environmental Review of the Borregas Avenue Bicycle Corridor Capital Project*" is attached (Attachment 1) for BPAC review.

This report updates activities on the Borregas Avenue Bicycle and Pedestrian Overcrossing Project. The Borregas Avenue Bicycle and Pedestrian Overcrossing project will provide a more safe and convenient bicycle and pedestrian access between central Sunnyvale (residential areas and Caltrain) and north Sunnyvale (major employment area and light rail), along the north-south Borregas corridor. The project accomplishes this by constructing two bicycle and pedestrian overcrossings of Highway 101 and State Route 237. Freeways 101 and 237 constitute a major east-west barrier along the corridor. Borregas has low traffic volumes and medium-low density land uses within the project limits. The closest parallel routes that cross the freeways, Mathilda Avenue and Fair Oaks Avenue, have high traffic volumes and speeds, side friction from driveways, parked vehicles and intersecting roadways, and no bike lanes. The overcrossings will eliminate about two miles of detours for bikes and pedestrians to cross over the freeways. The project will also improve access to the Bay Trail and other recreational facilities such as Baylands Park and the John W. Christian Greenbelt. It also provides improved access to the VTA Light Rail.

The over-crossings are included in the Tier 1 priority list of projects in the Santa Clara Countywide Bicycle Expenditure Program. It is located on County Bicycle Corridor #14 as designated in the Valley Transportation Plan 2020. The project is now at the 95% design stage, environmental clearance will be achieved by March 17th, and consideration by the California Transportation Commission is pending in June.

Staff asks that the BPAC review the Draft Report to Council and provide a recommendation to City Council. The signed report will be presented to the committee at the meeting.

Recommended Action and Alternatives

1. Recommend that Council accept the Borregas Bicycle and Pedestrian Bridges Project Study Issue Update.

2. Recommend that Council direct staff to take certain actions related to the completion of design and construction of the Borregas Bicycle and Pedestrian Bridges Project



April 11, 2006

SUBJECT: STUDY ISSUE: Update on the Design and Environmental Review of the Borregas Avenue Bicycle Corridor Capital Project. INFORMATION ONLY

REPORT IN BRIEF

This report updates activities on the Borregas Avenue Bicycle and Pedestrian Overcrossing Project. The Borregas Avenue Bicycle and Pedestrian Overcrossing project will provide a more safe and convenient bicycle and pedestrian access between central Sunnyvale (residential areas and Caltrain) and north Sunnyvale (major employment area and light rail), along the north-south Borregas corridor. The project accomplishes this by constructing two bicycle and pedestrian overcrossings of Highway 101 and State Route 237. Freeways 101 and 237 constitute a major east-west barrier along the corridor. Borregas has low traffic volumes and medium-low density land uses within the project limits. The closest parallel routes that cross the freeways, Mathilda Avenue and Fair Oaks Avenue, have high traffic volumes and speeds, side friction from driveways, parked vehicles and intersecting roadways, and no bike lanes. The over-crossings will eliminate about two miles of detours for bikes and pedestrians to cross over the freeways. The project will also improve access to the Bay Trail and other recreational facilities such as Baylands Park and the John W. Christian Greenbelt. It also provides improved access to the Santa Clara Valley Transportation Authority (VTA) Light Rail, Caltrain and Lakehaven Elementary School and Columbia Middle School.

The over-crossings are included in the Tier 1 priority list of projects in the Santa Clara Countywide Bicycle Expenditure Program. It is located on County Bicycle Corridor #14 as designated in the Valley Transportation Plan 2020. The project is now at the 95% design stage, environmental clearance has been achieved, and consideration by the California Transportation Commission is pending in June.

BACKGROUND

In September 1998, the City completed a feasibility study of the construction of two new bicycle/pedestrian bridges over Routes 101 and 237 in a Borregas Avenue alignment (See Attachment A for a Project Vicinity Map). These bridges would create a new alternative transportation corridor between central Sunnyvale and the Moffett Industrial Park. In accepting the study, the City Council directed

staff to continue planning for these bridges. The City has secured several grants for preliminary engineering, environmental reporting, and construction of these bridges. The project was granted outside funding from various sources as part of the Santa Clara County Valley Transportation Authority's (VTA) Bicycle Expenditure Program. Staff has been coordinating the design, environmental, community outreach, and State approval process for this project for the last several years. The project is now at the 95% design stage, environmental clearance has been achieved, and consideration by the California Transportation Commission is pending in June.

This report is for information only. The Borregas Bridges Project was originally placed on the Study Issue Calendar to complete a feasibility study, which was approved by Council in 1998 and grant funding for a capital project subsequently secured. This item was retained on the Study Issue Calendar by staff as a means to keep City Council informed of the progress of the project.

EXISTING POLICY

Land Use and Transportation Element: Goal C3-Attain a transportation system that is effective, safe, pleasant, and convenient.

Land Use and Transportation Element: C3.5.1 Promote alternate modes of travel to the automobile.

Land Use and Transportation Element: C3.5.4 Maximize the provision of bicycle and pedestrian facilities

Land Use and Transportation Element R1.2, Support coordinated regional transportation system planning and improvements.

Land Use and Transportation Element C3.7, Pursue local, state, and federal transportation funding sources to finance City transportation capital improvement projects consistent with City priorities.

DISCUSSION

Engineering Process

In 1998 the City completed a study issue that prepared a feasibility study for a Borregas project. The idea for this project was developed by the Sunnyvale Bicycle and Pedestrian Advisory Committee. The initial feasibility study considered a range of potential alternatives and identified issues and considerations with each. Based on the results of this study, the project has focused on two horseshoe-shaped bridges landing adjacent to the Highway 101 and State Route 237 freeways (See Attachment B).

In May 2001, the City issued a Request for Qualifications (RFQ) for the selection of a design firm to prepare a Project Study Report (PSR) for the Borregas Avenue Bicycle Corridor project. A Project Study Report is a requirement of a State-funded portion of the project and constitutes technical approval of the project concept and major features. The RFQ was distributed to fourteen firms. The firm of Brain Kangas Foulk (BKF) Engineers of Redwood City was selected for preparation of the PSR.

The City completed advanced planning studies and an alternatives analysis in order to gain necessary permits and approvals from the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans). MTC concurrence was achieved. Several iterations of a PSR document were submitted for consideration by Caltrans. For various reasons, including a staffing shortfall at Caltrans, this document underwent several lengthy revisions and did not receive approval before reasonable professional services contract costs for BKF were significantly exceeded (total contract was \$158,602 funded through the project grant revenue from Federal TEA-21 as well as Gas Tax funds). As funding considerations placed pressure on the schedule, the BKF contract was closed out and the project was moved to the design and environmental phase without approval of the PSR by Caltrans. The PSR/Project Report approval process was subsequently included in the work scope for the design engineer.

In August 2004, a Request for Proposals was issued, seeking proposals from qualified engineering firms to design the pedestrian/bicycle bridges over Highways US 101 and SR 237, to prepare construction documents and to provide construction phase services. Proposals were received from six firms. An evaluation team consisting of City staff from the Department of Public Works and Planning, Caltrans staff and VTA staff, determined that the proposal from T. Y. Lin International offered the best value to the City. T.Y. Lin International is a general transportation engineering services firm specializing in the design of bridges and other transportation structures. They have designed more than thirty bicycle/pedestrian bridges in California and have extensive experience coordinating with Caltrans. The firm also has the organizational structure to complete the project on an aggressive schedule in order to meet funding requirements.

The project design and engineering has progressed significantly. Right of way certification, bridge type selection, environmental documentation, Project Study Report/Project Report preparation, and 95% design/specifications/estimate are all complete. Sign off by the California Transportation Commission is still required as part of the funding process and a Cooperative Agreement to be executed between Caltrans and the City is in draft. Also, as final cost estimates

are developed for construction, staff is anticipating that a request will be submitted for additional funding through the VTA Bicycle Expenditure Program. This request will occur as part of an upcoming update of the Bicycle Expenditure Program, and is anticipated to be approved by the VTA. Finally, Caltrans will need to issue an encroachment permit to allow for construction in the State right of way.

Environmental Review/Community Outreach

Outreach meetings have been held throughout the project development process, and a number of issues raised. The community outreach process culminated in a pair of meetings held in September and November, 2005 to gather stakeholder input and develop responses to concerns. These meetings were well attended, and a large number of concerns, both previously stated and new, were expressed at the initial meeting. A mix of alternative transportation supporters, residents, and business community representatives were in attendance. Staff and the consulting team returned with responses to concerns at the second meeting. A number of features have been incorporated into the project to address concerns. The project team concluded that the outreach process provided valuable input towards addressing community concerns, and feedback at the second meeting was largely receptive. Summaries of these two meetings are included as Attachment C.

Key issues and measures proposed to address community concerns are as follows:

ISSUE	RESPONSE
Traffic control, visibility, traffic safety at the Ahwanee/Borregas intersection	Project to incorporate three way stop sign, high visibility crosswalks, extensive advance warning signs, high visibility flashing signs, lighting
Loss of parking spaces on Ahwanee Drive causing a shift in parking demand to neighborhood street	Extensive parking study completed, propose residential permit parking on Alturas Avenue to address parking spillover issues.
Sufficient bridge landing area at Ahwanee Avenue	Landing area to extend the length of the intersection, extra width beyond sidewalk standard. Bridge rail redesign to accommodate bikes. Bicycle/pedestrian scale warning signs.
Overflow lighting from the bridge	Lighting design to angle inward from bridge railing towards center of the travel way

Lack of landscaping visible from residences, general aesthetics	Landscaping will be included in an area underneath the ramp structure. Distinctive column shape, fencing shape and color, and concrete formliner will be used to give architectural appeal to the structure
Visibility from the structure towards residences	Combination of tight mesh baffle screen and angled screen will be installed on the structure
Graffiti	Anti-graffiti materials and shapes to be used

This project received a Mitigated Negative Declaration of environmental impacts per the California Environmental Quality Act (CEQA), based on identification and response to environmental issues. An initial study document was prepared and noticed to the general community per CEQA, as well as stakeholder community groups and all attendees at community meetings. One comment was received on the environmental document from Caltrans, citing the need for an encroachment permit for construction of this project. There were also three emails received in support of the project.

Funding Background and Considerations

In April 2000, City Council approved a resolution and budget modification authorizing the City Manager to execute a funding agreement for initial preliminary engineering costs related to the Borregas Avenue Bicycle Corridor project. Included in the budget modification was the recognition of \$132,000 in Federal TEA-21 funds and related expenditures totaling \$159,202. A local match of \$17,152, as required by Federal TEA-21 regulations, was also appropriated to fully fund this first grant phase of this project. These actions were taken in response to a recommendation by VTA that unanticipated Federal TEA-21 funds be granted to the City for preliminary engineering costs.

The Metropolitan Transportation Commission (MTC), the programming authority for Federal TEA-21 funds, then informed the VTA that federal funds cannot be used for preliminary engineering costs unless a fully funded project plan is in place. At that time project construction phase costs were estimated at \$4,508,000. Subsequently, VTA developed and approved a ten year, \$31 million Bicycle Expenditure Plan for Santa Clara County that made additional funding for the construction phase of the project a regional priority. Under this plan the City was eligible for \$1,500,000 in State Transportation Improvement Program funds and an additional \$3,000 in Federal TEA-21 funds. The remaining funds needed to fully fund the construction phase of this project were to come from VTA's Bicycle Expenditure Program, \$2,200,000, and a local

match of \$805,000 from the City's Future Land Use and Transportation reserve established through the collection of Cumulative Traffic Mitigation funds. Staff identified the use of Cumulative Traffic Mitigation fees as the local match source due to the improvement in north-south corridor travel that will result from the completion of this project. North-south bicycle travel barriers are an identified transportation deficiency in the Land Use and Transportation Element and Sunnyvale Bicycle Plan.

Staff has continued to work closely with the VTA staff to review and update funding for this project. In April 2002, a grant application proposal for regional Transportation Fund for Clean Air (TFCA) funds was submitted for the project. Authorization and funding for \$400,000 of TFCA funds was granted in July, 2002. A budget adjustment also occurred at this time to reflect higher actual programming of federal Intermodal Surface Transportation Equity Act funds (ISTEA) in the amount of \$14,000.

The current project budget stands at \$6,487,000. The VTA Bicycle Expenditure Program has programmed \$5,040,000 in funding for this project through various sources (TFCA, Measure B, TDA 3, and TEA). The remaining funding comes from the ISTEA funding (\$150,000) as well as the City's Future Land Use and Transportation Reserve (\$1,297,000 - \$805,000 transferred in FY 01/02 and \$492,000 transferred in 05/06).

The total estimated cost to complete the design and construction of the Borregas Avenue Bicycle Corridor Project is projected to come in higher than the current budget, at an estimated \$8.1 million total cost. This \$1,613,000 increase is due primarily to the length of time of project development and significant fluctuations in materials costs over the time of project development. Staff is working with the VTA to identify the additional funds. As per the VTA Bicycle Expenditure Program (BEP) requirements, the City must contribute 20% of the total project cost with non-BEP funds. An additional City match would likely be required in an amount estimated at \$173,000. This funding would most likely come from the Land Use and Transportation Reserve. This would bring the total non-BEP match to \$1,620,000 (\$1,297,000 Land Use and Transportation Reserve, \$150,000 Federal funds, \$173,000 to be determined). Consistent with City Policy, staff will pursue various non-BEP grant funding sources to fulfill the matching requirement. However no additional outside funding for the matching requirement has been secured at this time. Staff will return to Council at the time of the project bid with a budget modification to consider additional funding.

FISCAL IMPACT

There is no fiscal impact associated with this project update. The Borregas Bicycle and Pedestrian Bridges Project is budgeted in the current Resource

Allocation Plan at \$ 6,487,000 from a number of funding sources. The total estimated cost to complete the design and construction of the Borregas Avenue Bicycle Corridor Project is projected to come in higher than the current budget, at an estimated \$8.1 million total cost. This \$1,613,000 increase is due primarily to the length of time of project development and significant fluctuations in materials costs over the time of project development. Staff is working with the VTA to identify the additional funds. As per the VTA Bicycle Expenditure Program (BEP) requirements, the City must contribute 20% of the total project cost with non-BEP funds. An additional City match would likely be required in an amount estimated at \$173,000. This funding would most likely come from the Land Use and Transportation Reserve. This would bring the total non-BEP match to \$1,620,000 (\$1,297,000 Land Use and Transportation Reserve, \$150,000 Federal funds, \$173,000 to be determined). Consistent with City Policy, staff will pursue various non-BEP grant funding sources to fulfill the matching requirement. However no additional outside funding for the matching requirement has been secured at this time. Staff will return to Council at the time of the project bid with a budget modification to consider additional funding. The Borregas Bicycle and Pedestrian Bridges project is very cost effective for the City. More than 80% of the project funding will be secured from outside sources. The additional \$173,000 will be needed to leverage this full 80% project funding.

CONCLUSION

The Borregas Bicycle and Pedestrian Bridges Project, first proposed by the Sunnyvale Bicycle and Pedestrian Advisory Committee and supported by the City Council since 1999, is nearing the construction phase. Significant milestones have been achieved and the community is largely supportive or not opposed to the project. The City Council will have an opportunity to consider moving ahead with construction upon California Transportation Commission approval of current State funding, and identification of additional regional and local funds. This could be as early as late 2006.

The purpose of the project is to improve north-south bicycle and pedestrian travel by eliminating significant barriers. While the predominant travel flow in the City is north-south, significant barriers exist on main north-south roads for bicycle and pedestrian travel – freeways, dangerous intersections, narrow roadways, and Caltrain. The City has had policy for years to try to address these barriers to north-south travel, but the bikeway network is still mostly discontinuous on either side of the 101 and 237 freeways. The Borregas Project spans freeway barriers by connecting discontinuous segments of Borregas Avenue. It provides the benefits of low volume, wide roadway with bike lanes, neighborhood connections to schools, recreational trails and parkway facilities, other bikeways, and access for the disabled.

The project is considered a regional priority, and the VTA supports major outside funding from federal, air quality, and sales tax sources. City is providing matching funds from developer mitigation funds. After an initial feasibility study that looked at overall feasibility and potential alternatives, the design has proceeded through several technical steps and is nearing final approval from State and other involved agencies. The design is at the 95% stage and takes into account input on key community issues heard during a community outreach process. These include:

- Enhanced crosswalks will be provided at frontage roads – high visibility signs, ladder style crosswalks, and a new stop sign at Ahwanee and Borregas Avenues.
- New parking controls to avoid shifts in parking demand in the Ahwanee/Alturas neighborhood.
- Unobtrusive lighting aimed at the walkway with minimal spillover.
- Aesthetic treatments to the concrete, alternative bridge pier shapes, and opportunities to add color.
- Landscaping fronting residential areas.
- Privacy screening to yards adjacent to the Ahwanee Avenue.

Time frame is for construction to potentially begin late 2006, with the bulk of work in 2007.

PUBLIC CONTACT

Public contact was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, publication of the Council agenda in the San Jose Mercury News, and the availability of the report in the Sunnyvale Library and the City Clerk's Office.

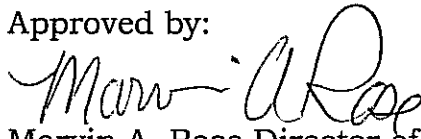
All owners and tenants of the properties in the vicinity of the project were noticed of the meeting by direct mail.

This item was considered by the Sunnyvale Bicycle and Pedestrian Advisory Committee on March 30, 2006.

RECOMMENDATION

This report is for information only. This report updates activities on the Borregas Avenue Bicycle and Pedestrian Over-crossing Project, which is nearing the Construction Phase. The Borregas Avenue Bicycle and Pedestrian Over-crossing project will provide more safe and convenient bicycle and pedestrian access between central Sunnyvale and north Sunnyvale, along the north-south Borregas corridor.

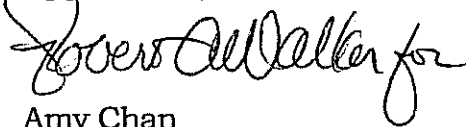
Approved by:



Marvin A. Rose, Director of Public Works

Prepared by Jack Witthaus, Transportation and Traffic Manager

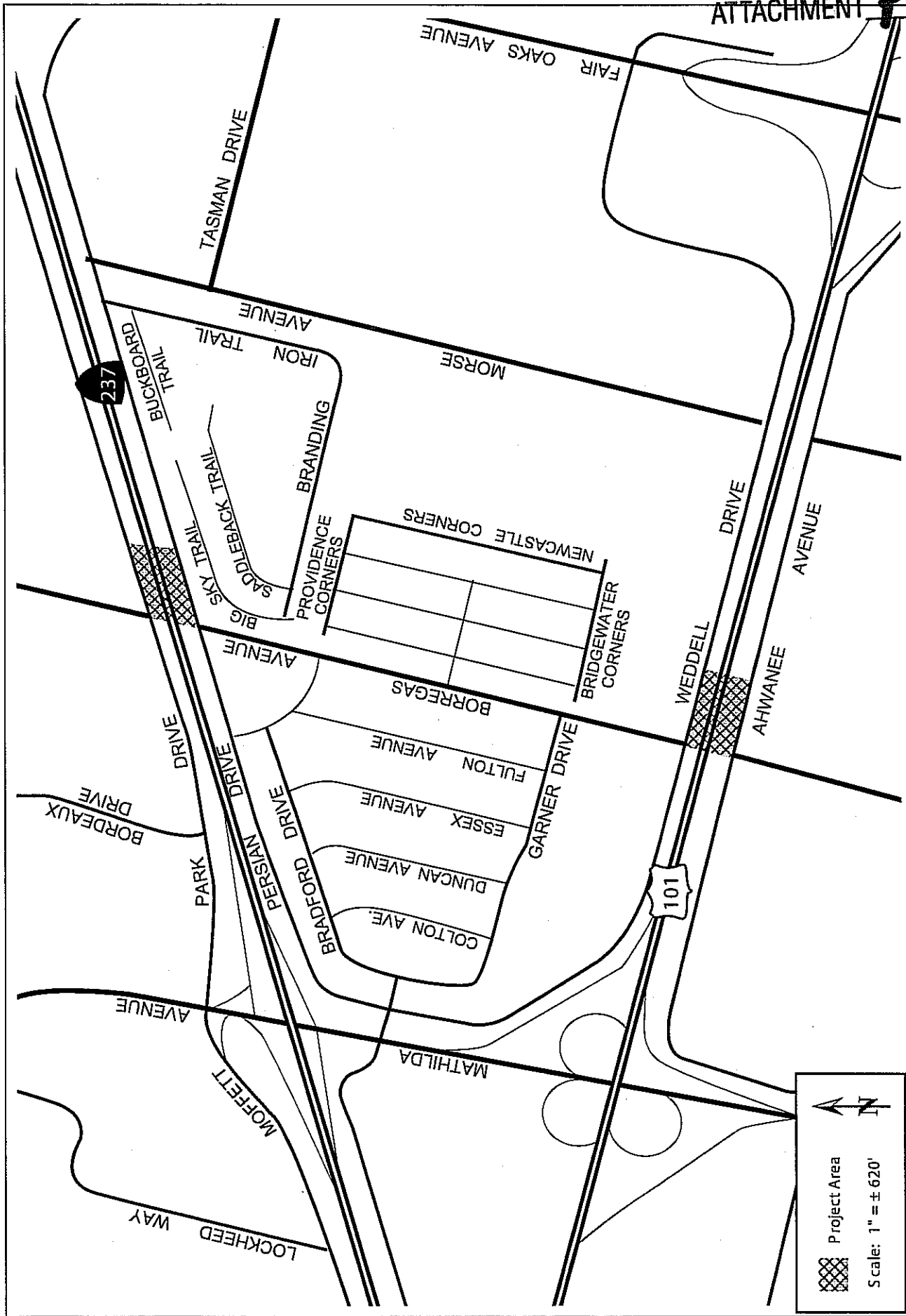
Approved by:



Amy Chan
City Manager

Attachments

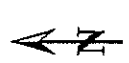
- A. Project Vicinity Map
- B. Borregas Bridges Conceptual Site Plans
- C. Community Meeting Summaries
- D. Study Issue Paper DPW – 01C Engineering of a Borregas Avenue Bicycle Corridor



ATTACHMENT A

FIGURE 2

VICINITY MAP



Project Area

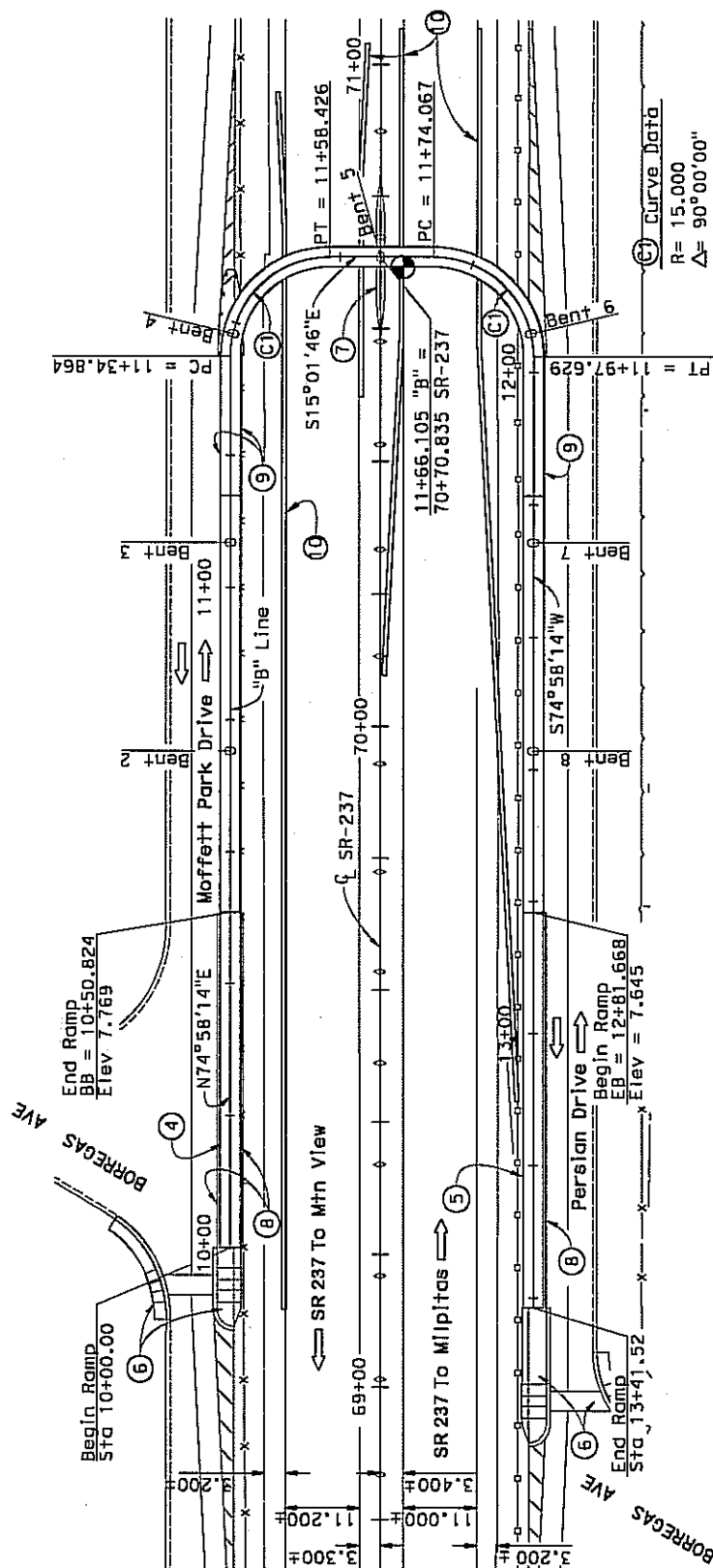
Scale: 1" = ± 620'

ATTACHMENT

SOURCE: CIVIL ENGINEERING, 10/2005

FIGURE 4

10



LEGEND:

- ① Point Bridge Name "Borregas Avenue POC".
- ② Point Bridge Number 37-0654.
- ③ Point Bent Number.
- ④ North Ramp
- ⑤ South Ramp
- ⑥ Crosswalks, see Road Plans.
- ⑦ Type 60R Concrete Railing, see Road Plans.
- ⑧ Type 60SE Concrete Railing, see Road Plans.
- ⑨ Type 60S Concrete Railing, see Road Plans.
- ⑩ Temporary Railing (Type K), see Road Plans.
- ⊙ Indicates minimum vertical clearance.
- ⇒ Indicates direction of traffic

1" = 15 Meters

ALL DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE SHOWN

CONCEPTUAL SITE PLAN OF PROPOSED BICYCLE/PEDESTRIAN BRIDGE OVER SR 237



BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Summary of Community Input Meeting September 28, 2005

A Community Input meeting was hosted by the City of Sunnyvale on September 28, 2005 from 7:00 p.m. to 9:00 p.m. The meeting was held at Sunnyvale Community Center, Neighborhood Room, 550 E. Remington Drive, Sunnyvale.

Notices of the meeting were posted in the newspaper and on the City of Sunnyvale home page. Notices were also mailed to residents adjacent to the project and emailed to neighborhood associations, bicycle organizations and other community groups. Approximately thirty members of the community attended the community meeting.

Agenda Items Covered

The community meeting was conducted in accordance with the agenda attached to this meeting summary as Appendix 1. Eileen Goodwin, Apex Strategies acted as the moderator of the meeting.

Ms. Goodwin reviewed the meeting format, noting that the intent was to gather input from the community and not to reach any final decisions regarding the proposed pedestrian/bicycle bridges. Ms. Goodwin stressed it was early in the process and that many questions do not have answers at this point. Ms. Goodwin then introduced Amin Surani, Senior Transportation Planner with the Valley Transportation Authority (VTA), who provided a short overview of the project and discussed its project funding. Next, Jack Witthaus, City of Sunnyvale, gave an overview of the project design elements. John Hesler of David Powers & Associates, gave a presentation about the environmental review process, discussing what environmental studies will be done and how environmental concerns will be addressed. Finally, Thom Mayer, the City of Sunnyvale Bike Committee member, gave a brief overview of the community benefits of the bridge projects and how they fit into the full City bike and pedestrian network.

After completion of the presentations, Ms. Goodwin moderated community input concerning the project. The comments and questions of community members are set out below.

The next Community Meeting concerning the Borregas Avenue Bicycle/Pedestrian Bridges project is scheduled for Wednesday November 9, at 7:00 p.m. at Sunnyvale Community Center.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Public Comments

Comment/Question

Response/Answer

The meeting notification techniques (mass email, newsgroup postings, employer email, postcard, word of mouth, newspaper, city website) were good. But perhaps the postcard notification should go to more people.

Comment noted.

This meeting was in conflict with a local back-to-school night. Need to coordinate with the schools for future meetings.

Comment noted.

How many houses would the bridge be in front of along Alturas?

Approximately eight houses.

Why can't the bridge go the other way i.e. towards Mathilda?

The bridge would be too close to Matilda Avenue at that location to allow such a configuration.

Will a reduction of car trips be considered as an environmental benefit in the environmental document?

If there are usage numbers of the proposed bridges, then impacts can be analyzed yes.

When will the draft environmental document be prepared?

At the end of 2005 or early 2006.

A speaker who is a proponent of trails and has a website (Sunnyvaletrails@yahoo.com) noted that the environmental document should address the East Canal bridge as an alternative. Why isn't the bridge there today servicing flows? For safety reasons, bikes and cars should be separated. Glad to hear about the East Canal plans.

Sunnyvale is planning a trail on East Canal.

The Highway 237 underpass is too low. Floods are a problem. It is not convenient. That other trail isn't ADA compliant. This isn't a substitute.

Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

There are proposed renovations along Ahwanee to add medium density housing and retail uses. Has this been taken into account?

Future land use will be considered in the environmental document and the Borregas Bicycle/Pedestrian Bridge information will be circulated to other Departments in the City of Sunnyvale to make sure the latest information is utilized.

If Nineteen (19) parking spaces are lost this would be a very bad thing. Never allowed to park in front of our houses now. This will be a big impact on our street (Ahwanhee/Alturas). Need some help for those homeowners.

Comment noted.

How many more parking spaces will mini mall need? There is high demand for parking now. Surprised that the bike bridge project did not impact the street. There is a gas station toxic waste problem at Borregas and Ahwanhee. How did this design get picked? There was never any neighborhood input. Why were other designs not considered?

Alternative designs were looked at. The City will explain what those were and the factors that lead to their being discarded will be explained in the environmental document and at the next meeting. The public input is just starting this is the first of several meetings regarding this project.

A representative of the Moffett Park Business and Transportation Association, representing 15,000 employees, applauded the project, noting that the lack of a safe route was the number one concern of her employees. The representative also noted that commercial concerns needed to be addressed also.

Comment noted

How wide will the bridge be?

Ten (10) feet.

This is an important pedestrian bridge. It should be given consideration.

Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Why were the other designs thrown away?

ADA and bike requirement, not gas station. The middle of the street alternative showed flaws on connectivity and visual intrusion. Can't build the switch-backs any more.

Is there a reason for both bridges having the same design? It is a money issue, looks or what?

The overall design look was part of the type selection process; the amount of room that is available and the ADA requirements makes them similar. The City wanted them to be tight to the intersection.

The Ahwanee Avenue area will redevelop over the life of this project; the service station will develop, buildings will be taller, etc. The environmental document should cover that.

Comment noted.

A forty-eight year resident suggested Mary Avenue as a better crossing location. The speaker also believes that existing overpasses should be retrofitted rather than building new bridges. Another suggestion was that the bridge go close to Mathilda Avenue, so it would be in front of the garages not homes. The intersection is not safe today.

Comment noted.

A resident living on Alturas noted that morning sun make it difficult to see, especially concerned about bicyclists. The resident also suggested a traffic signal at "ladder crossing."

Comment noted.

A stop sign should be analyzed in the environmental document. Help to mitigate speeding.

The traffic consultant will look at it as part of environmental document.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

This location was chosen because it is close to the Mathilda corridor. It is a nice way to get through Mary Avenue and Fair Oaks. It is too far for Mathilda residents.

Mary Avenue was studied years ago; the overcrossing is already very high and would only go in if autos were allowed. The City has in the General Plan a connection for Mary in the Transportation Impact Fee. It is very expensive but it is moving forward and will have bike lanes.

A resident and four-year bike commuter who lives in Orchard Gardens stated that there is no good route; not even for shopping. The resident would like that access. The existing bridge has access issues with the yield to Highway 101 traffic. Caltrain commuters should be considered.

Comment noted.

Another resident was sympathetic to the bike commuter with questions about routes and soundwall height.

Comment noted. Soundwall is sixteen feet (16) in this location.

The route chosen already has problems with car parking, particularly Friday nights and after 3:00 p.m. That is when any traffic/parking studies should be conducted. People park at the school, even overnight. They generate a lot of trash and there is graffiti tagging. Can another route be chosen? Also, stop signs won't work; need a streetlight. Finally, will gangs come in?

Typically, pedestrian overcrossings do not have gang issues; especially since there is no vehicle access.

What will the landscaping look like?

The City has an additional project. City staff working on that part will attend at the next community input meeting.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Where does the funding for this project come from?

There are several sources of funding. There are development traffic mitigation fees that have been paid and are being applied to this. The VTA is putting up some of the money; that comes from Federal sources, CMAQ, the San Francisco Bay Area air district and from voter enacted Measure B funds.

What will the plan be with regard to bike paths or lanes on Borregas Avenue?

The City will expand its network of bike paths and lanes.

A Palo Alto resident noted that Palo Alto has a lot of bike paths and trips. Sunnyvale needs connections and the speaker hopes the City of Sunnyvale will take comments seriously.

Comment noted.

A supporter of the project noted that she stopped biking due to lack of safety improvements.

Comment noted.

With \$3.00 gas this is a good thing.

Comment noted.

A three way stop is necessary.

Comment noted.

A bike rider from San José currently uses Fair Oaks but does not believe it is great for biking or a good route.

Comment noted.

A written comment strongly supports the project and believes it will be a tremendous asset to the City. The comment was written by a person who has been bicycle commuting in Sunnyvale for four years. All his questions and comments were answered by the City and other speakers. "We can't get this in soon enough."

Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Appendix 1:

Community Input Meeting Agenda

Borregas Bicycle/Pedestrian Bridges

Wednesday, September 28, 2005 at 7 p.m.

Agenda

1. Review of Meeting Format, *Eileen Goodwin Moderator*
Purpose: *To understand the format of the evening (2-3 minutes)*
2. Historic Overview of Project, Funding and Project Benefits, *Amin Surani, VTA*
Purpose: *Describe purpose, historic context and review the projects' benefits to the region (10 minutes)*
3. Overview of Bicycle Footbridge Project Design Elements and Project Development, *Jack Witthaus City of Sunnyvale*
Purpose: *To explain the location of the bridge structures and their relationship to the surrounding neighborhood (15 minutes total)*
4. Overview of Environmental Review, *John Hesler David Powers and Associates*
Purpose: *Explain what technical studies will be done and how environmental issues and concerns are addressed (15 minutes)*
5. Community Benefits of the Project, *Thom Mayer Bike Commissioner*
Purpose: *To review the project's benefits to the Sunnyvale community (5 minutes)*
6. Public Input, *Eileen Goodwin Moderator*
Purpose: *To gather input from the community*

Borregas Avenue Bike/Ped Bridges
September 28, 2005 Public Meeting
Comments Received Via email and phone

Received Via/date	Comment
Phone 9/16	Support the bridges. Add to email list. Would like to participate in ADA related issues.
Email 9/15	Does not support the bridges. These bridges will only benefit a very small number of people. They are a gross waste of taxpayer money. The City doesn't care about what the residents want. They are just going to build the bridge anyway.
Phone 9/19	Support the bridge. 101 and Fair Oaks are very dangerous for bicyclists and walkers. This bridge would significantly increase their safety and access.
Email 9/19	Support for the bridge. , I just wanted to say I am a hearty supporter of the overcrossing idea, and the locations look good. My only request is that there is a safe way to enter and exit on Borregas to make the foot, auto, and bike traffic coexist nicely.
Email 9/19	Supports the bridge. It will improve Sunnyvale residents quality of life. Help commuters, and kids going to school as well.
Email 9/20	Support the bridges Just make sure that the designs do not include too many silly restrictors that make it difficult for long recumbent bicycles or trailers to get through.
Email 9/20	I am writing to show my support for this project to help make Borregas a continuous safe bicycle route from Maude to Caribbean.
Email 9/19	Support for the bridges. Resident of the area. Uses the bicycle for transportation. The need for a route where those of us using alternative transport, bicycles, wheelchairs, and our feet, can pass safely in and out of this virtual island without risking our lives. We are committed to the neighborhood; we just spent a good deal of money to renovate and remodel our residence, and plan to spend a number of years here. We would be happy if the city could make the experience safer and more enjoyable by adding these transportation options.
Email 9/20	Support for the bridges. These bridges would allow me to NOT drive my car to work, and improve my cardiovascular fitness.
Email 9/20	Support for the bridges. I'm very much in favor of both the Borregas bridges (bike/ped overpasses)- these links will form a continuous path connecting the residential areas of Sunnyvale to the primary employment centers, providing safe and efficient crossing of enormous barriers which now exist. Sunnyvale needs to step into the 21st century with smart planning and this project is one big leap in that direction.
Email 9/21	Support for the bridges

Email 9/21	Support for the bridges. These bridges are a major improvement in ped & bicycle safety.
Email 9/21	Support for the bridges. A crossing over 101 and 237 will provide bicyclists a practicable route in this area and this will be an enormous improvement for bicyclists traveling to and from the major employment centers in Moffett Park. If the City of Sunnyvale wants to increase bicycle commuting, projects like this are extremely important.
Email 9/21	Support for the bridges. It is very important to make cycling safer whenever and wherever possible.
Email 9/21	Support for the bridges. I think these bike/ped bridges are an excellent idea to connect the various Sunnyvale neighborhoods that are effectively islands to bicyclists and pedestrians. We need to put infrastructure in place that allow people who need to get to and from these neighborhoods to get about their lives without depending on a motor vehicle.
Email 9/21	Support for the bridges. I bicycle commuted to Lockheed for 30 years and had two injury accidents at the Mathilda-101 interchange before I got the message that it is a high risk area. Borregas bridges will provide a major improvement.
Email 9/22	Support for the bridges.
Email 9/23	Support for the bridges. As an avid cyclist, it would make it much safer for me to ride to work (at Juniper Networks) if the Borregas bridges existed. I currently ride on Fair Oaks and the competition for road space with the cars is very dangerous (especially at the 101 and 237 intersections). When these bridges are built, I'll likely ride my bike more often to work. Thanks for considering the construction of these bridges and I look forward to your ratification of the proposal.
Email 9/23	Support for the bridges. The placement of these bridges is excellent for my commute to and from Yahoo!
Email 9/23	Question regarding how the interface between the roadway and the bridge will work and how bicyclists and pedestrians will enter the bridge.
Email 9/24	Support for the bridges. These bridges would greatly improve the safety of my bike ride to the Parkinson's Institute on Morse Ave. Not having seen the structural designs, my only question is whether the ramps need to be as long as they show on the maps.
Email 9/26	Support for the bridges. Link the neighborhoods. Improve commute safety.
Email 9/27	Support for the bridges. This will make it safer for cyclists to cross 101 and will remove a barrier for bicyclists. Please clearly mark the through route so cyclists and pedestrians can find it from major arterials.

Email 9/26	Support for the bridges.
Email 9/27	Support for the bridges. They will create a safe connection to the bay trail.
Email 10/03	Support for the bridges.
Phone 10/06	Support for the bridges. Works at WPCP and would love to bike to work but finds it too dangerous. These bridges would increase the safety.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Summary of Community Input Meeting #2 November 15, 2005

A second Community Input Meeting was hosted by the City of Sunnyvale on November 15, 2005 from 7:00 p.m. to 9:00 p.m. The meeting was held at Columbia Middle School, 739 Morse Avenue, Sunnyvale.

Notices of the Meeting were posted on the City of Sunnyvale home page. Notices were also mailed to residents adjacent to the project and emailed to neighborhood associations, bicycle organizations and other community groups. The meeting notification also appeared in the SNAIL newsletter. Approximately fifty-five (55) members of the community attended the Community Input Meeting.

Agenda Items Covered

The meeting was conducted in accordance with the agenda attached to this Summary as Appendix 1. Eileen Goodwin, Apex Strategies, acted as the moderator of the meeting.

Ms. Goodwin first reviewed the meeting format. Ms. Goodwin noted that the purpose of the meeting was to obtain input from the community regarding design issues regarding the proposed pedestrian/bicycle bridges and there would be no final decisions reached.

Ms. Goodwin then introduced Jack Witthaus, of the City of Sunnyvale, who reviewed the project's benefits to the community and outlined the next steps in the process. The most significant next step he noted was that an Environmental document will be considered by the City Council in April 2006. There will be opportunity for additional public comment in the process of circulating the document and before the City Council.

Ms. Goodwin then reviewed the comments made by members of the community at the September 28, 2005 Community Input Meeting in order to confirm the issues and concerns raised in that meeting.

Jack Witthaus then provided an overview of the proposed bridge design. He explained the proposed locations of the bridge structures and their impacts on local streets. He showed the relationship of the bridge to the surrounding streets. He discussed existing traffic patterns and parking and how those would be affected by the proposed bridges as well as proposed solutions, specifically that a three-way stop sign and ladder crosswalk would be installed at the intersection of Borregas/Ahwanee as part of the project.

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Ms. Goodwin then moderated public input on the bridge design issues and the traffic and parking impacts. Those comments are set out below under the heading "Bridge Design, Location and Impacts on Local Streets."

Michael Fitzpatrick, an architect with HDR, was introduced. He presented potential landscape and aesthetic treatment options that might be employed to address potential privacy concerns of adjacent neighbors, as well as to improve the aesthetic appearance of the proposed structures.

Public input was then gathered from meeting attendees on the aesthetic and landscape issues. Those comments are set out below under the heading "Aesthetic Issues and Potential Screening."

In addition to oral comments, written comments were solicited from community members attending the meeting. Where those comments fell under the headings set out below, they have been incorporated under them. General comments, both written and oral, that did not specifically address either Bridge Design, Location and Impacts on Local Streets or Aesthetic Issues and Potential Screening are set out below under the heading "General Comments."

The meeting was adjourned at 9 p.m.

Public Comments

Bridge Design, Location and Impacts on Local Streets

Comment/Question	Response/Answer
What is the height of the structure?	At their highest point, the bridges will be 18' 3" at the bottom of the structure, 21' high at the surface where people will walk or ride.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Would you consider a diverter/physical limitation device?

In order to accommodate emergency vehicles, the City has a policy against utilizing physical limitations on collector and arterial roadways. In addition to a three-way stop, the City could consider in the future, a lighted crosswalk. They work well with high pedestrian volume. Walkers would push a button for the crosswalk to light up. This would not be put in immediately, only if, after experience, it is determined to be warranted. It is hoped that signing, striping and a 3-way stop control should be sufficient.

The parking situation on Alturas Avenue is bad.

City staff will recommend the institution of a residential permit parking system as part of this project.

Use permit parking. This work, as well as enforcement.

Comment noted.

On Borregas Avenue, there is not enough parking. Everyone has lots of cars; additional parking is needed

Comment noted.

Why doesn't the ramp go the other way?

Freeway signage and high voltage lines in the area mandate the direction of the design.

Explain the residential permit. School bus parks on the local street a lot.

Permit parking will be a first for the City. City council will have to approve the concept, and then staff will work out the details of the program. The city will conduct additional detailed parking studies as well.

When studying parking demands, will you look at storage of vehicles as criteria?

That would be very subjective and difficult to determine.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
Do we have to wait for stop signs?	The stop signs will be installed as part of the project.
Has making Ahwanee Avenue one-way been considered in order to save parking?	Staff will consider that, but creating a one-way street could negatively impact neighboring streets.
Making Ahwanee Avenue one-way would impact side streets.	Comment noted.
On Sunnyvale Avenue there are lots of funerals, schools, the railroad tracts, etc which make it difficult to bicycle on.	Comment noted. Staff noted that there were space constraints on Sunnyvale Ave, but that compared to Mathilda Ave, it was a much more comfortable place to ride.
A triple stop sign at Borregas/Ahwanee is a good thing.	Comment noted. Staff will install a 3-way stop sign.
Was putting the bridge in the middle of Borregas considered and alternatives looked at?	Yes. A variety of options were considered and the alternatives discarded due to public input, driveway impacts and visual impacts. This design results in a bridge that meets the Caltrans standards (i.e. no 90° impacts, etc.).
Just became a two-car family and got a warning about parking on the street even though we were switching it out.	Comment noted.
I am for the project. Is it possible to create parking under the bridge?	No, there is not enough room due to the need for a crash barrier.
Drive down Borregas Avenue on your way home and look at the parking.	Comment noted.
What the gradient of the ramp?	It is ADA compliant, 1' in 12', on a forty-foot radius.
Will the ramp be encouraging high speeds for children on vehicles?	There will be a wider than standard area at the bottom of the ramp as a recovery zone.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
What about drainage of the bridge? Sometimes puddles and moss can be a safety issue in the winter.	There will be drainage for the bridge structure.
How high are the side walls?	Eight (8) feet.
Some people are afraid of heights. Bridge railings should be solid in the lower part.	That is a good comment. We are looking at that for ADA reasons as well.
Will tandems and bike trailers be able to get through the entrances?	The structures will be made accessible to those vehicles.
Every morning there is a traffic jam. Plan for rumble strips to discourage skateboards?	We will look into that.
What has been shown looks good for pedestrians. Suggest that the structure be moved East for bikes so that the turn onto the bridge isn't so tight.	Comment noted.
Signage for this bridge should exist.	We will look into expanding signage plan.
The curves in the structure will encourage bike to bike collisions.	Structure will meet all safety design criteria.
Was an underpass considered?	Security concerns, costs and flooding risk made an overhead structure the preferred alternative.
The crash barrier looks typical. What is it protecting?	The end of the structure.
The Columbia parking lot situation is still not being enforced.	Call Code Enforcement. Staff will also alert Public Safety of the situation.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Can the bridge be made inaccessible to shopping carts but still allow bicycles and wheelchairs? We have a bad problem with shopping carts in the S.N.A.I.L neighborhood – we don't need more shopping carts here.

Comment noted.

Sun in the mornings definitely causes sunlight in the eyes, causing wrecks. How about a sun-shade? Three way stops would slow down traffic. Put a cage over the bridge. No spare parking on Borregas. Take parking away from the Sands Apartments. Add parking garages for them. Are the Sands Apartments going to be torn down and two story put in? Schools do not promote children riding bikes to school. Not a lot of signs before intersections. WE have a "bike route" sign on every corner.

Comments noted.

Aesthetic Issues and Potential Screening

Comment/Question

Response/Answer

Who will maintain the landscaping?

The City will take care of maintenance.

Our bedroom faces the wall. There are vines now. Please keep the vines.

There are screening alternatives that will be passed around for review.

One of the photos was of the backyard of an attendee.

Comment noted.

Are there pictures of the Orchard Park side? I am for the bridge but want pictures.

There are not pictures of the Highway 101 structure but there are some photos of the Highway 237 structure.

Has thought been given to wind and sound potential?

The light weight mesh would be less likely to create noise.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Prefer the mesh; Eight gauge, with 14 gauge horizontal.

We will look into that.

Dots block wind; good for bike riders.

Comment noted.

Why are people asking about the mesh? Let the designers choose.

The City is trying to have a community based design. You will live near it. Please drive around and look at other versions of screening.

I don't want people on bridges looking into my bedroom and yard.

Comment noted. The City will install screening as part of the project that will limit visibility from the bridges into nearby backyards.

Can the stop signs be lower so there is no sun in our eyes. What about printed material for kids? Creative exit and entrance needs to be thought through and safe. City should have bicycle education for kids and residents.

Comment noted. The City will provide for a safe landing and a safe intersection.

Need posting at bridge. There is concern about shopping carts and ramp needs to be posted. Concerned that this bridge could become a second skateboard park; it is a safety thing.

Comment noted. The city will install informational and regulatory signs.

The landing at the bottom looks prone to kids stunts. May be a need for more landscaping and bridge.

Comment noted. The City will provide for a safe landing and a safe intersection.

Borregas Avenue is a long, straight street. Finally got vines. Now you are eliminating them.

Landscaping could grow between the structure and the wall. The vines should be able to stay.

Consensus is to keep the vines.

Comment noted.

There are graffiti concerns. Make the material of the bridge and wall easy to clean. What are we going to do? Who is responsible?

The City is responsible. The City has a twenty-four hour policy on graffiti cleanup. A coating will be used to help the cleanup.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
I am supportive. I think an open fence is a bigger deterrent for graffiti. As someone who rollerblades, I don't think the 5% grade is too steep.	Comment noted.
There is nothing here that will attract skateboarders; it is not that interesting.	Comment noted.
The apartments have a lot of smaller kids that would be tempted.	Comment noted.
Planter boxes are a good idea. They should be planted when the project is done.	Comment noted.
Formliner. People on bikes could be a theme. Needs to look good with sound wall and vines.	We'll look into it.
Green cladding is preferred.	Comment noted.
If you put a feature, swallow nesting habitat, put white wisteria on the bridge.	Comment noted.
My house is on Borregas, with a side on Ahwanee. I don't want people looking into my yard.	Comment noted. The City will install screening as part of the project that will limit visibility from the bridge into neighboring backyards.
River rock is preferred over bikes for formliner. That would be more neutral and more natural.	Comment noted.
Allow for future addition of small "art" themes on the bridge. Perhaps the bridge could be used to display art for about a month. This way the bridge could become a "destination."	Comment noted.
Still concerned that this will become Sunnyvale's next skateboard park. That will be very noisy.	Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

General Comments

Comment/Question	Response/Answer
Sunnyvale Bike Tour Map – really looking forward to the Borregas Bike Bridges.	Comment noted. The City is in the process of updating the Sunnyvale Bike Map
How much usage does the other bike bridge get?	There is no real data on that.
The other bridge goes nowhere and is not ADA accessible.	Comment noted.
This is a fantastic project. Currently employment is hard to get to, currently commute ten miles out of the way. The City should be complimented on this public input process.	Comment noted.
Access from Borregas to Morse on Ahwanee. How will bikes get to school; it is very narrow for bikes.	The City did a study in connection with its long-range plan for a bicycle network. Ahwanee is in the plan. It is difficult to address; had to eliminate street parking in other locations which is always a very difficult community question. It will be looked at as well as alternatives.
I live a couple of blocks away. I like the project.	Comment noted.
Strongly in favor of the project. Has there been feedback from 237 neighborhood?	The City has received comments from the some residents via phone and email correspondence. Business owners in MP are very supportive.
What will the bridge do to our real estate values?	Recent Sunnyvale studies conducted before and after the installation of the JWC greenbelt have shown that bicycle and pedestrian improvements do not decrease property values

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
On Bryant Street in Palo Alto, bike flow increased along there. It was more bikeable and desirable.	Comment noted.
Rumors have the Sands being replaced with a taller building.	There is no such project at this time; although it would be possible per the existing zoning.
Post the images that were circulated at the meeting on the website.	OK
Post "NO MOTORIZED VEHICLES" on the bridge.	OK
You are twenty years too late. I wish this was in when I rode my bike to Lockheed. I'm retired now.	Comment noted.
The benefits of this project will outweigh any possible problems be a very wide margin. Do what you can to address the concerns that have been raised, but above all build these bridges as quickly as possible.	Comment noted.
Sunnyvale has done well in the last few years. I view the Borregas Ave bike/ped. bridge as an example of good government. I am employed by Lockheed Martin Corporation and I often commute by bicycle to the Sunnyvale Campus where I work. Please proceed with this very good project.	Comment noted.